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**In The Specification:**

[0023] The two sections 20 and 25 of the fuselage 15 are shown in cross-section in Figure 7. Section 25 is an elongated cylindrical-type structure which houses conventional airline passenger cabins 28. As is known with passenger cabins today, a plurality of rows and sets of passenger seats ~~64~~ seats 65 are positioned on a floor member [70] which is positioned across the width of the cabin. A lower bay 75 is positioned below the floor member and is used to hold luggage, packages and the like as is conventional with aircraft today.

[0026] The two sections 20 and 25 are firmly affixed together by appropriate structural fastening members, such as beam members 85 and 87. Also, due to the structure of the fuel tanks 80, the side 82 of the passenger cabin section 25 adjacent the fuel tanks is modified to accommodate the fuel tanks and full cylindrical configuration of section 20 ~~section 25~~. While the two sections 20 and 25 are shown having similar size cross-sections, it is recognized that the two sections 20 and 25 may have different size cross-sections depending upon passenger cabin requirements and fuel capacity requirements.

[0027] Since one side of the passenger cabin (i.e. the side adjacent the fuel tank section) most likely will not have windows, other sources and mechanisms can be utilized. These include video screens, virtual vision screens, or the like mounted upon the partition wall provided between the two sections 20 and 25. Alternatively, interrupt aisles may be positioned through the section 20 to provide access to emergency exits. The emergency exits may have windows for visual inspection. The interrupt aisles may be placed between fuel tanks or at the front or the end of a fuel tank.

[0030] ~~While the invention has been described in connection with one or more embodiments, it is to be understood that the specific mechanisms, processes and procedures which have been described are merely illustrative of the principles of the invention, numerous modifications may be made to the methods and apparatus described without departing from the spirit and scope of the invention as defined by the appended claims.~~ As shown in Figures 1-8 and particularly as depicted in the cross-sectional view of Figure 7, the main fuselage 15 has a cross sectional inner shape and a cross sectional outer skin surface resembling a peanut. Alternatively, it is recognized that the cross sectional outer skin surface could be more rounded

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to decrease the total surface area and drag energy, but the benefit obtained by reducing the drag energy might be offset by the additional weight added to the structure of the main fuselage requiring more thrust energy.

[0031] Alternatively, the two sections of the main fuselage may be positioned one above the other. In this configuration, the cross-sectional shape of the aircraft would be similar to an upright standing peanut having the attributes and options as expressed above. However, in this configuration, the passenger/cargo section of the aircraft may be configured having traditional sidewalls, access ports and windows.

[0032] While the invention has been described in connection with one or more embodiments, it is to be understood that the specific mechanisms, processes and procedures which have been described are merely illustrative of the principles of the invention, numerous modifications may be made to the methods and apparatus described without departing from the spirit and scope of the invention as defined by the appended claims.